

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4054

號二十月八年一十三緒光

WEDNESDAY, SEPTEMBER 20, 1905.

三拜禮

號十二月九年九

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$18,500,000
Silver Reserve.....\$5,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAYES, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., H. SCHUBERT, Esq.
E. COLE, Esq., E. SELLIN, Esq.
C. H. MEDHURST, Esq., Hon. R. SHEWAN.
A. J. RAYMOND, Esq., N. A. SIEBS, Esq.
F. SELLINGER, Esq.

CHIEF MANAGER:
HONGKONG—J. R. M. SMITH.
MANAGER:
SHANGHAI—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 19th August, 1905.

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HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per Annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per Annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905.

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DEUTSCHE ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Seehandlung (Preussische Staatsbank),
Direction: der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank für Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Söhne, Frankfurt,
Jacob S. H. Stern,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim Jr. & Co., Köln,
Bayerische Hypothek und Wechselbank, München.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT,
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager.

Hongkong, 9th September, 1905.

[24]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000

CAPITAL PAID-UP.....15,000,000

CAPITAL UNPAID.....5,000,000

RESERVE FUND.....9,940,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKYO, NEW YORK,
NAGASAKI, HONOLULU,
LYONS, SHANGHAI,
SAN FRANCISCO, NEWCHANG,
BOMBAY, MUMDEN,
TIENTSIN, PORT ARTHUR,
PEKING, CHEFOO,
KOBE, DALNY,
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.,
PARIS BANK, LD.,
THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per Cent.

On Fixed Deposits for 3 months, 4 per Cent.

On Fixed Deposits for 6 months, 4 1/2 per Cent.

On Fixed Deposits for 12 months, 5 per Cent.

TAKAO TAKAMICHI,
Manager.

Hongkong, 11th September, 1905.

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THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£600,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£875,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per Cent. per Annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per Cent.

On Fixed Deposits for 6 months, 4 1/2 per Cent.

On Fixed Deposits for 3 months, 4 per Cent.

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905.

[24]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS:
AUTHORIZED.....Gold \$10,000,000

CAPITAL PAID UP.....GOLD \$3,250,000

RESERVE FUND.....GOLD \$3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.,
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:

For 12 months 4 1/2 per Cent. per Annum.

For 6 months 4 per Cent. per Annum.

For 3 months 3 1/2 per Cent. per Annum.

H. PINCKNEY,
Manager.

No. 9, Queen's Road Central.

Hongkong, 19th September, 1905.

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Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS.
SHANGHAI.....	[CHUSAN, H. W. Lockstone, R.M.R.]	About 21st September	Freight and Passage.
LONDON, &c.....	[SIMLA, C. D. Goldsmith, R.M.R.]	Sept. 23rd Noon	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	[CEYLON, C. F. Lockstone, R.M.R.]	About 23rd September	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea).....	[SUNDA, H. S. Bradshaw]	About 30th September	Freight and Passage.

For Further Particulars, apply to—

L. S. LEWIS, Acting Superintendent.

Hongkong, 20th September, 1905.

Intimations.

LANE, CRAWFORD & CO.

HAVE NOW REMOVED

TO THEIR

NEW STORE

IN

CHATER ROAD

AND

ICE HOUSE STREET

ENTRANCE IN

ICE HOUSE STREET.

LANE, CRAWFORD & CO.

Hongkong, 4th September, 1905.

[24]

AQUARIUS

SPARKLING MINERAL TABLE WATER Qts., Pts., & Splits.

SILENT WATER Q.

STONE GINGER BEER.

GINGERALE.

LEMONADE.

TONIC WATER.

PURE TREBLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages, and by this means ABSOLUTE PURITY IS GUARANTEED.

SOLE AGENTS—

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 6th September, 1905.

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DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, on SATURDAY, the 23rd September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1905.

THE TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 23rd September, both days inclusive.

DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, 11th September, 1905.

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HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF THE MEMBERS of the above Club will be held in the Pavilion, on TUESDAY, the 26th instant, at 5.30 P.M.

By Order of the Committee,
J. E. BINGHAM,
Secretary and Treasurer.

Hongkong, 18th September, 1905.

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THE Underigned invite applications for the post of COMPTROLLER to an old and well established Bank. Applications to be in writing and to state qualifications and age of applicant. The highest references required.

No one need apply unless he is an experienced man of business and prepared to give substantial security.

Apply to—
JOHNSON, STOKES & MASTER.

Hongkong, 19th August, 1905.

[24]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 10000 Cubic feet of COLD STORAGE available at EAST POINT, SINGAPORE, will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. EARLANE,
Manager.

Hongkong, 22nd June, 1905.

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UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SECOND ORDINARY YEARLY MEETING OF THE SOCIETY will be held at its Head Office, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts for the year 1904 and for the half-year ending 30th June, 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 9th October to the 19th October, both days inclusive.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 14th September, 1905.

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ST. JOHN AMBULANCE ASSOCIATION.

IT is proposed shortly to hold Two Courses of LECTURES FOR LADIES, one in First Aid to the Injured, the other in Home Nursing, in connection with the above Association. On passing the examination, which will be held at the end of the first Course, Ladies who already hold the Association's First Aid and Nursing Certificates will be entitled to a Medal. Ladies who wish to enter for these Courses should send in their names to the Hon. Secretary (Rev. F. T. JOHNSON), at St. John's Cathedral, before September 25th.

Hongkong, 19th September, 1905.

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COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ADVERTISEMENT.

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, is a purely BRITISH INSURANCE COMPANY.

Head Office: London.

Established in London in 1861.

W. H. TRENCHARD DAVIS,
Branch Manager and Underwriter.

Hongkong, 30th August, 1905.

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Intimations.

Bovril is bottled energy.

In the most enervating climates BOVRIL gives vigour and nervous force.



"MINIMAX" HAND

FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO ROSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION:

1. Self-acting. Always ready for immediate use. Requires only one hand to hold. Weight only 10 lbs. when full. Maximum of simplicity and effect.

2. Extinguishes all smoke. Can be used by anyone, even lady or child.

3. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

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THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS IN

RAILWAYS, MINES, WATER SUPPLIES, REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS, HONGKONG.

Hongkong, 12th July, 1905.

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Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905.

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GO TO THE KOWLOON HOTEL.

KOWLOON

J. W. OSBORNE,
Proprietor and Manager.

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VICTORIA HOTEL, MACAO HOTEL.

SHAMEEN, CANTON. MACAO, CHINA.

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRAIA, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1905.

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GONNAUGHT HOTEL.

HONGKONG

Telephone No. 176.

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A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the RACE PRINCIPAL OFFICES and the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Fresh Water Lavatories. Hygienic Kitchens. Excellent Chinese and Western Cooks and Waiters. Under European Management. Lunch Service for Gent.

Hongkong, 16th June, 1905.

[26]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chiofo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Malabar, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujiyama, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onuma, Otsuji, Satahara, Tsubakuro, Yoshinotani, Yoshio, Yuzofuji and other Coals.

6 MINAMI, Hongkong.

Hotels.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904.

[17]

THE ORIENTAL HOTEL, MACAO.

THE above Hotel situated on the PRAIA GRANDE will be opened on SATURDAY, 24th September, under the Management of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitors, the Rooms being the largest and lofiest in the Colony. The BILLIARD TABLE which has been purchased from the Hon. Wai Yai is the best in the Far East, and it practically new.

Spirits and Wines of the best quality. Cuisine Excellent.

For Terms, &c., apply to—
MANAGER.

Macao, 25th August, 1905.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260 "	R. D. Thomas
"HANKOW,"	3,073 "	C. V. Lloyd
"KINSHAN,"	1,995 "	J. J. Lossius

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. H. Martin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 560 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Hing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

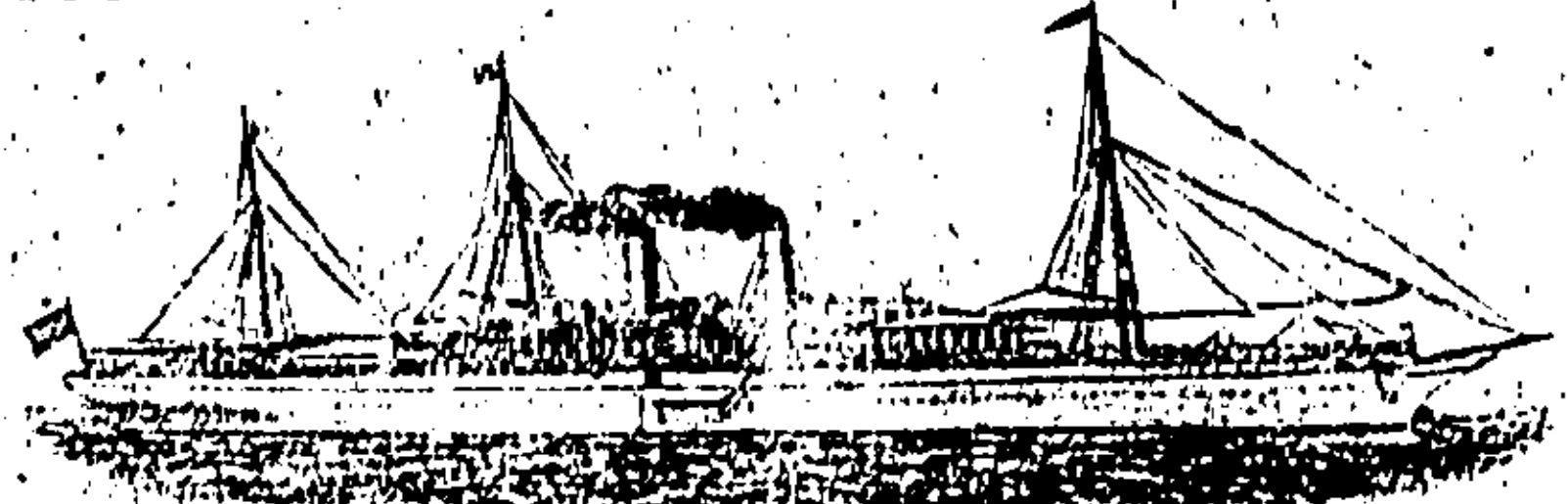
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF CHINA,"	6,000	R. Archibald, R.M.R.	WEDNESDAY, 18th Oct.
"ATHENIAN,"	4,400	S. Robinson, R.M.R.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA,"	6,000	E. Beetham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR,"	4,425	V. Davison, R.M.R.	WEDNESDAY, 29th Nov.
"EMPEROR OF JAPAN,"	6,000	H. P. Butt, R.M.R.	WEDNESDAY, 13th Dec.

Hongkong to London, via St. Lawrence 260. Via New York 262.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rates.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry 2 Intermediate Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through in all principal PORTS AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to Hongkong, 20th September, 1905. Corner Jeddah Street and Praya, opposite Blake Pier, 130

HAMBURG-AMERIKA LINIE.

OBTASATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GIBRALTAR, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SCANDIA	HAVRE, BREMEN AND HAMBURG.	23rd Sept.
BILESLIA	HAVRE AND HAMBURG.	4th October.
SUEVIA	HAVRE, ANTWERP AND HAMBURG.	10th October.
SLAVONIA	HAVRE, BREMEN AND HAMBURG.	18th October.
SEGOVIA	HAVRE AND HAMBURG.	1st Nov.
SENEGAMBIA	HAVRE AND HAMBURG.	15th Nov.
C. FERD. LAEIZ	HAVRE AND HAMBURG.	29th Nov.
VANDALIA	NEW YORK VIA SUEZ.	5th October.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA L'NIE.

HONGKONG OFFICE.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 35 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR: SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROOM	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ RECENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNEISENAU	WEDNESDAY, 17th January.
ROOM	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.

ON WEDNESDAY, the 27th day of September, 1905, at Noon, the Steamship ROOM, Capt. G. Meiners, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted at Noon, on MONDAY, the 25th September, Cargo and Specie will be received on Board until 3 P.M., on TUESDAY, the 26th September, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,257	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Wollemer, with Mails, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

For YOKOHAMA & KOBE, PRINZ WALDEMAR, TUESDAY, 26th September.
 SHANGHAI, NAGASAKI, ZIETEN, WEDNESDAY, 27th September.
 KOBE & YOKOHAMA, PRINZESS ALICE, WEDNESDAY, 11th October.
 SHANGHAI, NAGASAKI, PRINZESS ALICE, WEDNESDAY, 11th October.
 KOBE & YOKOHAMA, PRINZESS ALICE, WEDNESDAY, 11th October.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 20th September, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAU-KONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.
 THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIKING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

* Fare for the Round Trip

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 5th July, 1905.

Dentistry.

Dr. M. H. CHAN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VUEX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free

Hankow, 10th July, 1904.

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION NO. 1

This successful and highly popular remedy, used in the

Continental Hospitals (Lyon, Rotterdam, Copenhagen,

and others), combines all the desiderata to be sought in

a medicine of the kind, and surpasses everything hitherto

employed.

THERAPION NO. 2

This is a powerful and reliable remedy, used in the

Continental Hospitals (Lyon, Rotterdam, Copenhagen,

and others), combines all the desiderata to be sought in

a medicine of the kind, and surpasses everything hitherto

employed.

THERAPION NO. 3

This is a powerful and reliable remedy, used in the

Continental Hospitals (Lyon, Rotterdam, Copenhagen,

and others), combines all the desiderata to be sought in

a medicine of the kind, and surpasses everything hitherto

employed.

THERAPION NO. 4

This is a powerful and reliable remedy, used in the

Continental Hospitals (Lyon, Rotterdam, Copenhagen,

and others), combines all the desiderata to be sought in

a medicine of the kind, and surpasses everything hitherto

employed.

THERAPION NO. 5

This is a powerful and reliable remedy, used in the

Continental Hospitals (Lyon, Rotterdam, Copenhagen,

and others), combines all the desiderata to be sought in

a medicine of the kind, and surpasses everything hitherto

employed.

A WONDERFUL DISCOVERY.

This is the great French remedy, used in the

Continental Hospitals (Lyon, Rotterdam, Copenhagen,

and others), combines all the desiderata to be sought in

a medicine of the kind, and surpasses everything hitherto

employed.

THERAPION NO. 1

This is a powerful and reliable remedy, used in the

Continental Hospitals (Lyon, Rotterdam, Copenhagen,

and others), combines all the desiderata to be sought in

a medicine of the kind, and surpasses everything hitherto

employed.

THERAPION NO. 2

This is a powerful and reliable remedy, used in the

Continental Hospitals (Lyon, Rotterdam, Copenhagen,

and others), combines all the desiderata to be sought in

a medicine of the kind, and surpasses everything hitherto

employed.

THERAPION NO. 3

This is a powerful and reliable remedy, used in the

Continental Hospitals (Lyon, Rotterdam, Copenhagen,

and others), combines all the desiderata to be sought in

a medicine of the kind, and surpasses everything hitherto

employed.

THERAPION NO. 4

This is a powerful and reliable remedy, used in the

Continental Hospitals (Lyon, Rotterdam, Copenhagen,

and others), combines all the desiderata to be sought in

a medicine of the kind, and surpasses everything hitherto

employed.

THERAPION NO. 5

This is a powerful and reliable remedy, used in the

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 78 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 8 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

10, D'AGUIAR STREET, HONGKONG.

(One Minute's Walk from the Post Office).

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C., 39, Bentinck Street, 566, Nanking Road.
 Hongkong, 24th March, 1904.

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.
 The wrapper of every pat bears our name and address.

THE MUTUAL STORES.

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 20th September, 1905.

148

F. BLACKHEAD & CO., HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR ARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY HAND DAIMLER'S PATENT MOTOR LAUNCHES.

8.45 p.m. and 9 p.m. every half hour.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 11.00 a.m. to 12.00 p.m. Every 15 minutes.
 1.00 p.m. to 2.00 p.m. Every 15 minutes.
 2.30 p.m. to 3.30 p.m. Every 15 minutes.
 4.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.30 p.m. to 6.00 p.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 11.00 a.m. to 12.00 p.m. Every 15 minutes.
 1.00 p.m. to 2.00 p.m. Every 15 minutes.
 2.30 p.m. to 3.30 p.m. Every 15 minutes.
 4.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.30 p.m. to 6.00 p.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 11.00 a.m. to 12.00 p.m. Every 15 minutes.
 1.00 p.m. to 2.00 p.m. Every 15 minutes.
 2.3

WM. POWELL, LIMITED.

ALEXANDRA
BUILDINGS

Des. Vaux Road.

NEW
DRESS
FABRICS
for
AUTUMN WEAR.

HIGH GRADE
FOOTWEAR.

DAINTY
LACE
COLLARS,
SCARVES
and
JABOTS.

HIGH CLASS
MILLINERY

At
Moderate Prices.

FIRST-CLASS
DRESS-
MAKING

By
Experienced Fitters
from
LONDON & PARIS.

WM. POWELL, Ltd.,
HONGKONG

Hongkong, 17th September, 1905. [19]

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1905, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, south of Tai-Hang Island Lot No. 163 at Tai-Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Lot No.	Location	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	163	Tai-Hang Village, in the Colony of Hongkong	100' 0" 100' 0" 87' 0" 87' 0"	3,700	90	4,350

Hongkong, 16th September, 1905. [935]

Notice of Firm.

INTERNATIONAL BANKING CORPORATION.

I HAVE this day handed over charge of this Branch to Mr. H. PINCKNEY.
CHARLES R. SCOTT.
Hongkong, 18th September, 1905. [941]

Intimations.

A SPECIAL SALE WILL BE HELD AT THE ITALIAN CONVENT on behalf of the POOR ORPHANS, on the 25th, 26th and 27th instant, commencing at 2 P.M., of

LADIES' AND CHILDREN'S UNDERCLOTHING, DRESSES, AND OTHER EMBROIDERED ARTICLES.

The Prices of every Article are marked in plain figures. The Superiors hope to receive and merit a large share of the public patronage, as it has been in the past.

ITALIAN CONVENT,
28, Caine Road.

Hongkong, 19th September, 1905. [944]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th March, 1905. [50]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kind of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiors will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 1st April 1905.

JUST LANDED.

STATIONERY! STATIONERY! STATIONERY!

FANCY BOXES of NOTE PAPERS and ENVELOPES of the latest design.

AND ALSO

A large variety of Ordinary Papers and Envelopes, now on show.
PRICE VERY MODERATE.
H. RUTTONJEE,
No. 5, D'Aguiar Street,
No. 36 to 37, Elgin Road, Kowloon.
Hongkong, 29th August, 1905. [58]

Sanitas
Unparalleled
Purifying Agent
AND IS
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is a powerful, non-poisonous, and for general or personal use is thoroughly effective. It is used and administered internally to prevent Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a strong disinfectant and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical faculty for use in hot climates, because of its disinfecting qualities and its fragrance.

King's Fumigating Candles
supply the most and most convenient means of fumigation. For the disinfection of rooms, ships, and other places, they are both effective and economical. Every lot is tested.

THE "SANITAS" CO. LTD.,
EXTERNAL OFFICE,
1, LONDON, E.

THE CANTON-HANKOW RAILWAY.

A telegram from Peking, dated 8th inst., in the *N. C. D. News*, says that with regard to the sum of over Tls. 5,000,000 which has to be paid to Mr. Pierpont Morgan and others, to enable China to take back the concession for the Yushan-Hankow railway, it is stated that only the sum of Tls. 1,500,000 has been raised in Kiangtung, Huanan, and Hupeh provinces. The Chinese Government has therefore decided to borrow the balance, Tls. 3,500,000, from Great Britain, and the agreement has already been signed.

A native paper reports that Sheng Kungpao has been impeached by a certain official. On the 6th September an Imperial Rescript was issued to the effect that the affairs relating to the Hankow-Canton Railway are entrusted to Chang Chih-tung, Tsen Chun-huan and Liu Cheng and the Sheng Kungpao shall not interfere with the same.

It is stated that Viceroy Chang Chih-tung experiences great difficulty in raising the sum of Tls. 10,000,000, the equivalent of gold \$7,500,000, which is the price agreed upon for the Canton-Hankow Railway. A few days ago he telegraphed to the Waiwupu and Shaogpu, suggesting that Minister Liang be instructed to raise a portion of this amount from among the Chinese merchants in California. Whether this could be effected or not is at present a question of doubt.—*S. C. D. Journal*.

The *Nanfengpao* or *South China Daily Journal*, publishes a telegram of Tuesday's date to the effect that Viceroy Chang Chih-tung has concluded a loan of three million taels with the Hongkong and Shanghai Banking Corporation to meet the payment of the first instalment for the repurchase of the Canton-Hankow railway; the Loan Agreement having been signed on the 7th instant. Apropos, sentiment amongst the Chinese who are concerned in the repurchase of the line being strongly against placing the Railway so that foreigners shall again be in a position to have a lien on it, Viceroy Chang Chih-tung, in borrowing money from the Hongkong and Shanghai Bank, did not venture to offer the Railway as security for the loan, but, we understand, gave, instead, a portion of the salt revenues of the Hukuang provinces.

THE RUSSIAN COURT.

ITS MAGNIFICENCE.

In the *Century Illustrated Magazine*, Mr. Herbert Hagerman, formerly second secretary to the American Embassy in St. Petersburg, describes the magnificent exclusiveness of the Russian Court. Of course no one is invited to a Court ball without having been first presented at Court—a very rare occurrence in the case of foreigners.

If the lines are closely drawn in regard to foreigners, they are fully as severe to the Russians themselves. A full list of those who have the right to attend an ambassador's official reception or a Court ball in St. Petersburg would involve a thorough examination into the origin and nature of the Russian hierarchy, and even the whole political system. This can only be touched upon here; indeed, it is so complicated that none but a Russian born and bred in the system can thoroughly understand it.

Mr. Hagerman says there is not much variety now at the Russian Court, and the reason he assigns for this is the excessive business of the Emperor.

He probably has more to do, even in time of peace, than any other man in the world. Combine the responsibility of the President, the cabinet, Congress, the governors of States, state legislatures, and mayors of the principal cities in the U. S. and you will begin to form an idea of the load on the shoulders of Nicholas II. There is no finality below him, except as he permits it, and the mass of details that actually reaches him is astonishing.

THE GRAND BALL.

Put when the Russian Court does hold festivities at the Winter Palace they are without doubt, "more magnificent than any others in the world." Especially is this true of the grand ball which opens the Russian season.

The suite of enormous rooms on the second floor of the palace are used. The palace is so large that probably not one fifth of its available state apartments are used on this occasion, in spite of the fact that about four thousand people are entertained.

The guests are escorted by heralds through halls and ante-rooms to the Salle Nicholas I. During this long and interesting progress one is constantly astonished at the beauty and variety of the liveries and uniforms. At every corner is stationed a palace servant clad in some gorgeous costume.

Suddenly the doors are thrown open from behind, and the orchestra, lithento silent, bursts forth in the regal polonaise of Glinka. His Majesty Nicholas II, and the Empress Alexandra Feodorovna, proud and beautiful, appear. They pause for a moment, while the whole assemblage, actuated by a single impulse, bows low in respectful homage.

After the polonaise of the Imperial party (nothing more, in fact, than a stately walk once or twice around the room), the Emperor and Empress speak for a few minutes to the chief diplomats, and the dancing begins. The Empress herself cannot enjoy it very much, as conventionalities require her to request the ambassadors to accompany her in the contra-dances. Sometimes these gentlemen, however, aristocratic or powerful, are either young or old, and as they frequently know little or nothing about dances, the result cannot be entirely pleasing either to themselves or to the Empress. She occasionally calls upon some young officer to dance in the "deux-temps" with her, but even then she must dance alone, the wands of the masters of ceremony tap the floor and all other dancers immediately retire.

Just before supper, as at all Russian dances great or small, is danced the mazurka, that fascinating and peculiarly Russian dance so popular among all classes.

The supper is by no means a light meal, served with four or five wines and a servant to every four guests, all guests being seated and served simultaneously, so that when the Empress rises everyone may have finished. With five or six courses, and 4,000 people, the amount of specially-made Imperial porcelain can be imagined. It is wonderful, the writer thinks, the splendour of Russian ceremonial is almost barbaric.

Intimations.

MUSIC LESSONS.

LESSONS IN VIOLIN, GUITAR, MAN-DO-LINE, and in MUSIC, by a Teacher of Experience.

For terms, apply to—

"E."

C/o Hongkong Telegraph.

Hongkong, 12th September, 1905. [922]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

GO TO

WEISMANN'S

FOR YOUR

BREAD.

THE ONLY

EUROPEAN BAKERY

IN THE COLONY.

Hongkong, 1st September, 1905. [46]

BAY VIEW HOUSE, MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of Hongkong Visitors, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

"LIGHT REFRESHMENTS" of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th June, 1905. [641]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905. [59]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
14-15-16-17, ROYAL.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS

a specialty.

Hongkong, 12th September, 1905. [56]

SAVARESE'S SANDAL CAPSULES
Efficiently relieve rheumatism, neuralgia, sciatica, and all other forms of pain. Based on the latest scientific research.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following vessel during her stay in Hongkong Harbour:—
CHURCHILL, American 4-masted schooner, Captain Hoffman—Hagley.

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE."

Captain G. C. Cundy, having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 18th September, 1905. [913]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA," FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE,

Acting General Agent.

Hongkong, 18th September, 1905. [12]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "WRAY CASTLE," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 16th September, 1905. [937]

NOTICE TO CONSIGNEES.

STEAMSHIP "BLACKHEATH," FROM SOURABAYA AND PROBOLINGGO.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 15th September, 1905. [932]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 12th September, 1905. [8]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ANDALUSIA."

Captain Filler, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 14th September, 1905. [999]

Intimations.



THE POPULAR
SCOTCH
"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [45]

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADRES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS' STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905. [62]

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

WHISKIES.

SCOTCH.

Intimations.

A. S. WATSON & CO., LIMITED.

WATSON'S E

VERY OLD LIQUEUR
SCOTCH WHISKY.

THIS CELEBRATED BLEND OF THE FINEST WHISKIES IN SCOTLAND IS CHARACTERISED BY ITS

FINE FLAVOUR AND MELLOWNESS
[ATTAINED ONLY BY GENUINE QUALITY AND GREAT AGE.]

[Per Dozen \$16.50.]

A. S. WATSON & Co., LIMITED,
WINE AND SPIRIT MERCHANTS.
ALEXANDRIA BUILDINGS.

ESTABLISHED A.D. 1841.
Hongkong, 22nd July, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

RHINE WINES

FROM

J. HEILBRONNER & CO.,

MAINZ—GERMANY.

HIGHEST AWARDS WHEREVER

EXHIBITED.

Hongkong, 21st July, 1905.

NOTICE.
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Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 20, 1905.

THE Y. M. C. A.

An extraordinary general meeting of the members of the Hongkong Young Men's Christian Association was held the other night to discuss the momentous question whether soldiers and sailors should be considered worthy of admission to membership. After a long and, no doubt, earnest discussion it was agreed by a two to one vote that the managers and directors of the Institute should be recommended to admit the wearers of the King's uniform. But, of course, everybody at the meeting knew that this recommendation was a mere sop, for there is not the slightest doubt that the powers that be in connection with the Institute will quietly shelve the recommendation and no more will be heard about it. Soldiers and sailors, it is granted, may be Christians in the accepted term, but they are not fit associates for the young gentlemen of the Institute! The reason why this subject was considered worthy of a special meeting is to be found in the fact that wholesale resignations have been received during the last few weeks. An effort has been made to recruit the ranks of the elect, and those members who still cling to the ship have been most strenuously urged to induce their friends to join. Unfortunately for the Y.M.C.A., some idea of the lines on which it is at present conducted have leaked out, despite the best endeavours of the management to prevent such disclosures, and outsiders are chary of the organisation. They ask awkward questions to which answers are not forthcoming. For instance, they may ask how the membership stands to-day; now, even members of the Y.M.C.A. are denied that knowledge, so it is impossible that strangers should be enlightened on the subject. Recently the membership stood at 150; that number has been gradually dwindling till the total membership cannot be much over 100. Of these, 60 per cent. never attend at the Institute at all, and the remainder only pay casual visits to the reading-room, when there is nothing better to do. The suggestion was made at the meeting the other night that the Institute is run on far too expensive a scale. It has never paid its way since it started; every month the original guarantors are called upon to make good the deficit, but this cannot go on for ever. Even although the Institute makes separate charges for every branch of sport or study held under the auspices of the Association, it has been found impossible to make both ends meet. The proposal that the Institute should either open its doors to all and sundry who are non-Chinese, or locate itself in a less fashionable quarter of the city has been treated with contempt. The suggestion that the Christian side of the matter might be less ostentatiously pushed, if that were possible, has received a considerable amount of support, so there's a picture for those who can read it. The Y.M.C.A. and its Institute should really be a boon to the young men of the city. It should be the rendezvous of all people who are young men. There is a distinct want in this direction, for there is no place in Hongkong at present where young men drawing medium salaries can attend with the certainty of meeting their friends. The Y.M.C.A. should be in a position to fill that vacuum, and but for one or two dominant spirits it probably would meet the requirements indicated. At present candidates for admission have to submit their names to a cabal of three, whose doings are locked in obscurity, whose judgments are final, and whose knowledge of the city is nil. At meetings of the members such as if held the other evening it is distinctly understood, nay, it is impressed upon the members, that the proceedings shall be considered secret, held behind locked doors, as if the Y.M.C.A. was a sort of modern Inquisition. Then the directors or those in charge vaguely wonder why the Y. M. C. A. is not popular. There are a few leading spirits in the Association, and it is due to their independence and plain speaking that the resolution—which will be duly acquiesced later on—to admit sailors and soldiers was carried, but as a rule their efforts to popularise the Association are foredoomed to failure. What

the Association wants is a live committee, in touch with the average assistant in Hongkong. Then, the class prejudices, to which we referred on a former occasion, should be flung to the winds. There are members of other institutions who would not be eligible for membership in the Y. M. C. A. not because they led loose and dissolute lives or had failed to keep the eleventh commandment, but because they are not up to the standard of the young gentlemen who sway the destinies of this most exclusive organisation. We shall not add "and vice versa," lest we be misunderstood. The fact is that if the Y. M. C. A. in Hongkong is to prosper and fill the niche in the community which it fills in other places, it must abandon all party snobbishness and come down to the level of everyday life. Everybody admits that the Y. M. C. A. is an excellent institution; it is a practical outcome of the better instincts of mankind. If it were a club or a coterie the case would be different. But it does not pretend to be that; it simply arrogates to itself the functions of a club, at charges which are quite equal to those of many of the best clubs in the East. Whether soldiers and sailors are or are not admitted to membership in the Association, and that is now a question for the high contracting parties in the Association, it is evident that strong measures will have to be adopted in the very near future if a collapse is to be avoided. The portals of the Association must be widened; there must be a broader outlook by those at the head of affairs. It was suggested that the European branch of the Association should devote the profit of the Bank Holiday trip to giving an "At home" to the Chinese branch. Such an idea was too revolutionary to be entertained for a moment, and it was quickly demolished. It is that spirit of conservatism which should be exercised. It the directors, managers and a proportion of the members will only look at the position in a broad-minded way the prospects of the Association would be magnificent. Instead of dragging on a hand to mouth existence, like a shabby-genteel family interned in a palace, the coffers of the Association would be filled to overflowing, the aims and objects of the Association would be advanced in every respect, and all the bickerings and futile discussions which have occurred of late would be relegated to the limbo of the past.

LOCAL AND GENERAL.

ANOTHER blank plague return was issued at noon to-day.

THE German mail of the 18th August was delivered in London on the 16th inst.

THE steamship *Willehad* will leave for German New-Guinea and Australia at 10 a.m. to-morrow.

OWING to bad weather the Japanese autumn silk crop is expected to fall short of that of an average year by 20 per cent.

PREPARATIONS are now being made by the Japanese authorities to establish meteorological observatories at Korsakoff, Alexandrovich and some other places in Saghalien.

CAPTAIN C. G. Pack-Beresford, 2nd Royal West Kent Regiment, left per s.s. *Empress of Japan* to-day for England on appointment to Royal Military Academy, Woolwich.

AT yesterday's meeting of the Sanitary Board the question of a site for a latrine at Tsimshatsoi Point was referred to the Medical Officer of Health to report upon, and recommend a site.

IN the action brought by the Wing Cheung Li against Tang King Tsun to recover \$711.60 balance due on an account, His Honour Mr. A. G. Wise gave judgment for the first defendant, who had retired from the partnership, with costs, and judgment against the second defendant with costs.

THE officials of Shanghai have received authoritative news to the effect that a further loan for the Lu-han Railway has been concluded between H. E. Sheng Hsuan-huai, Director General of Railways, and Mr. Cio, representative of a Belgian Company, and that both the English and Chinese versions of the contract have been signed.—*S. C. Daily Journal*.

WE have not yet heard of any foreigner having visited Bush Island to ascertain the loss of life there in the recent typhoon, but there is little doubt that it suffered equally with the neighbouring islands. The loss on House Island is described in the letter from another French missionary printed in another column; the island itself, strewn with unburied bodies, looks, we are told, like a battle-field after a severe engagement.—*N. C. D. News*.

THE case of the San Kee bank, 171, Queen's Road Central, against Lau Sik Ying, trader, 54, Hollywood Road, came before His Honour Mr. A. G. Wise, Judge, in the Supreme Court to-day. Mr. C. F. Dixon, of Mr. John Hastings, appeared for the plaintiffs; there was no appearance for, or of, the defendants. The plaintiffs claimed \$595, of which it was stated \$500 was principal money lent, while the \$95 was interest at the rate of \$1 per \$100 per month, as appeared under a promissory note dated 15th February. Judgment for plaintiffs with costs.

COAL amounting to 201,460 tons was exported from Moji in the month of August. The stock of the fuel on the first of this month was estimated at 124,712 tons, inclusive of 18,510 tons stored there for the exclusive use of the N.Y. K. and O.S.K. steamers. The stock shows a decrease of 37,170 tons on that for the previous month. It is reported that the price of coal is gradually increasing owing to the output of the Chikuhō mines having been restricted by flooding. The latest advance is said to average five yen per 100 piculs.

EXTENSIVE thefts from the British steamer *Goldmouth*, of which Messrs. Samuel Samuel & Co. are agents, have been brought to light by the police in Japan. The steamer left Kobe on the 8th instant and is now lying at Moji. It is alleged that the boatswain, a Norwegian, and three other members of the crew, while in the harbour of Kobe, stole 150 tins of white paint, four rolls of woollen cloth, and some leather, blankets and linen, valued at about Yen 1,000, out of the cargo. A few days ago the thefts were discovered by the Kobe Water Police and all the Japanese concerned have been arrested.

THE fourth volume of *Mcny's Chinese Miscellany* has now been presented to the public, and one regrets to learn from the preface that the support hitherto obtained is not sufficient to warrant the editor and proprietor undertaking the publication of the Fifth Book at present. There is no doubt that the work is unique in its scope and usefulness. It may in fact be called an indispensable companion to all diplomatic, consular and custom house officials, members of congress and members of parliament, politicians and journalists, investors and bankers, missionaries, merchants and manufacturers, and all persons interested in the prosperity of the Chinese Empire and its 400 millions of people. It deserves unlimited support and ought to be found in all the libraries and offices throughout the Far East.

THE Government Assessor, Mr. Arthur Chapman, has completed the second edition of his invaluable New Street Index, which may now be obtained at the Treasury, at \$2 per copy. The work comprises an index to the streets, house numbers, and lots of the city of Victoria, Shaokwan Road (as far as the Hotel Metropole), the hill district, Kowloon Point, Yau-mat, Mong-kok-tai, Tai-kok-sui, Hungkwan and Kowloon City Road (as far as Tokwawan School). It will be recognised that the work is invaluable to solicitors, insurance companies, architects and surveyors, estate agents, property brokers, and all who are interested in real estate in the Colony. The compiler intends issuing a quarterly supplement of all changes in house numbers, division of lots, new houses and other alterations and additions. This will be printed uniformly with the New Street Index and will enable subscribers to keep their copies up to date. For this a small charge not exceeding \$1 will be made.

A CHRISTIAN convert at Chiangchou, Shansi, had occasion recently to go to law in connection with some land dispute, when the Magistrate, instead of dispensing justice with an even hand, inflicted severe torture on the defendant, a non-convert, who was then confined in prison. The local populace, incited by righteous indignation, rose in a body to get even with the Christians, and a Wei-yuan was despatched from the Capital to settle the case. He also unwisely tried to crush the country people by force, and paid for his injustice with his life. The Magistrate frightened at the seriousness of the situation falsely reported to the Governor that the local ruffians had conspired with members of secret societies for starting a rebellion. Troops were immediately ordered to proceed to Chiangchou, but returned after covering half the journey, for the people came to meet the troops to refuse the false report. We understand that another Wei-yuan will now investigate the matter, and no troops will be sent.—*S. C. D. Journal*.

THE case in which Olavico Neves, signalman at Green Island, is charged with harbouring Mun Li Kwai, wife of Tseng Hong, was resumed before Mr. Hale and this afternoon. Among the witnesses called was the mother of the complainant who identified Mun Li Kwai as the woman whom her son married nine years ago. A previous witness was the go-between, and she brought the date of the birth of the woman to witness, and asked if her son wanted a wife. Witness said the date agreed with the one she had and asked her how much she wanted for the marriage. She asked \$120 and witness offered her \$100 which she agreed to accept. The marriage took place on 10th January 1898. She went to the Registrar-General to get permission, but had lost the paper.—Inspector Langley.—She went to obtain permission to fire crackers, your Worship, not permission for the marriage.—Mr. Goldring.—They keep counterfoils of all permits.—Mr. Langley.—Yes! But it is nine years ago and the clerk says they have been destroyed.—His Worship.—What was the marriage ceremony? Witness.—Bridal chairs were sent, and there was a procession.—Witness spoke to the woman in February, at her son's house at 18, Pokfulam Road, about going out with defendant. She did not have a conversation with the woman with regard to borrowing \$15 from defendant for complainant. On the following day she did not tie up the woman and beat her with firewood. She considered her son treated his wife as she should be treated. He was a good husband and never gambled or drank. Witness knew the woman's mother. She had conversations with her both before and after the marriage.—A Chinese constable testified to knowing complainant since they were school-boys together. Complainant was married in 1898. Witness did not know if complainant was ever a police-man. Hearing of the coming marriage he sent complainant a present, and received an invitation to the wedding.—The case was remanded till next Wednesday, at 10 o'clock, bail being allowed as before.

QUARANTINE RESTRICTIONS.

SHANGHAI DUBIOUS.

We have received the following communications from the Colonial Secretary's Office:—The following telegram has been received from H.B.M. Consul, Chefoo, dated the 20th September, 1905:—Hongkong released from quarantine.

The following telegram has been received from the Secretary to the Government of Burma, dated 19th September, 1905:—In continuation of my telegram dated 11th May restrictions against arrivals from Hongkong port removed.

The following telegram has been received from H.B.M. Consul, Saigon, dated 20th September, 1905:—Quarantine lifted.

Telegrams from Colonial Secretary, Hongkong, to H.B.M. Consul-General, Shanghai, dated 12th September, 1905:—Clean bills of health resumed.

Dated 19th September, 1905.—Can you not have Hongkong released from quarantine? Reply from H.B.M. Consul-General, Shanghai, of 19/9/05:—Sorry cannot raise quarantine. Port Health Officer's report unfavourable to abolition. Consular body unanimously for quarantine.

A MAGNETIC SURVEY IN PACIFIC WATERS.

A magnetic survey of the North Pacific ocean was recently inaugurated by the Department of International Research in Terrestrial Magnetism of the Carnegie Institution of Washington. A wooden sailing vessel, the brig *Galilee*, has been fully adapted for the purposes of the expedition at San Francisco and it was expected that she would sail about the middle of last month on her first season's work.

The object of the expedition is to secure precise data of the distribution of the magnetic forces over the Pacific ocean. Except for data from occasional expeditions and such as were acquired in wooden vessels a long time ago, the present magnetic charts used by the navigator over this region depend largely upon the observations on islands and along the coast. Such land observations, however, are rarely representative of the true values because of prevalent local disturbances. It is, therefore, impossible to make any statements as to the correctness of the present charts.

An initial allotment of \$20,000 (gold) has been made to cover the expenses for the current year. It is estimated that work can be accomplished in three years. The first cruise will be from San Francisco to San Diego, Honolulu and back to San Francisco. It is then proposed to make a circuit from the west coast of America, to the Galapagos Islands, thence across the Pacific to the Philippines and Japan, returning by way of the Australian Islands, closing the circuit at San Francisco, and thence continuing through a series of areas bounded by parallels of latitude and meridians of longitude each five degrees apart, lying next on the mid-ocean side of the circuit last made, and proceeding gradually and by successive circuits into the central region of the North Pacific.

The total length of the course marked out is about 70,000 knots. From inquiries made it would appear that the entire work of observation and reduction can be accomplished in three years. The cost per month of the field work, inclusive of all expenses and services, will approximate \$1,500. Counting eight months of continuous service per annum, the total annual outlay is estimated at about \$12,000.

The director of the work is Dr. L. A. Bauer, who is likewise in charge of the magnetic work of the United States Coast and Geodetic Survey. He will accompany the expedition to San Diego.

The *Galilee* will carry a crew of nine men and a sailing master. The scientific leader and commander of the vessel will be J. F. Pratt of the United States Coast and Geodetic Survey, who has had thirty years' experience in astronomical, geodetic, hydrographic and magnetic work. The members of the scientific corps are Dr. J. Hobart Egbert, magnetic observer, surgeon and naturalist; J. P. Ault, magnetic observer, and V. W. Whitney, magnetic observer and watch officer.

SHIPPING ITEM.

The Norwegian steamer *Unda* was released from charter to the Nippon Yusen Kaisha on August 28th last at Kobe.

The Osaka Shosen Kaisha has, it is reported, ordered from the Kawasaki Shipbuilding Company the construction of two passenger steamers of 2,500 tons each, for their Formosan service.

The terms for which the steamers *Quart*, *Anhui*, *Chonan* and another steamer were chartered to the Nippon Yusen Kaisha terminating this month, the charters have been renewed for a further period.

The demand for tonnage in the trans-Pacific trade is making enormous strides. The mammoth steamers lately added to the service are now carrying freight to their fullest capacity, but they relieve to a very small extent the congestion of cargo at the different ports along the coast awaiting shipment to the Orient. In order to lessen this strain, the big steamship companies are calling for more tramp steamers, and from Europe to the Pacific Coast "via" the Orient, there has been of late a stream of large freighters, hurrying across the Pacific to the coast, with charters to carry freight to the Orient. Among these are the steamers *Salford*, *Drayton Grange*, *Foderic*, *Ocean Mar*, *Archie*, *Telmachus*, *Oanfa*, *Colombo*, *Gurney*, and *Gannum*. These are not regular liners, but are chartered for the occasion. The opening of Port Arthur by the Japanese has created another avenue for the trade. The Japanese Government has already chartered a number of vessels to carry cargo from the United States to Port Arthur. Two of them are British steamers, *Sandhurst* and *Suyden*. All the tramp steamers that are now on the way to Japan and China deeply laden with cargo will return to San Francisco, says the *Korea Daily News*.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

KOREA AND JAPAN.

RUSSOPHIL INTRIGUE.

VI YONG IK CASHIERED.

[From Our Own Correspondent.]

Shanghai, 20th September,

10.10 a.m.

Mr. Yi Yong Ik has been cashiered and deprived of the rank of Major-General for going abroad without leave of absence.

He arrived here on the 12th inst. from Lianhsien.

He is supposed to have been conspiring with the Russian Minister to Korea against Japan.

[Yi Yong Ik is the Disraeli or the Gladstone of Korea. He is the strongest man that Korea has produced, and during troublous times it was Yi Yong Ik that foreigners appealed to for aid, owing to the "expediency" policy of the Emperor, which he openly thwarted, was supreme. Like all men of vast power and ability he had a host of enemies. Shortly after the Chinese-Japanese war he was expelled from Korea, but of course returned with redoubled prestige. The Russian proposals in 1904 that Korea should be governed by, or at least subjected to, the suzerainty of a European power, were effectually nullified, mainly by the granting of the concession to build the Seoul-Fusan railway. Recently Yi Yong Ik again fell into royal disfavour, which, we may take it, means that his power and influence did not suit the Japanese administrators of the country. He was accordingly, by way of disgrace, appointed to a diplomatic position, but refused to leave his home, which, in one of the latest reports on Seoul, is described as little less than a fortress. Since then his doings have been shrouded in mystery. The fact seems to be that Yi Yong Ik is a radical, or what would be termed a revolutionary; his ideas of reform are not acceptable to the present generation of Koreans, but his strength in man and money has prevented any open conflict between him and his sovereign. He is, in fact, another Li Hung Chang, and when it is suggested that he can be imprisoned or released it is morally certain that he himself is the arbiter in such cases. He has held every portfolio of importance in Korea, including those of Minister of War and Minister of the Interior. It may be stated that the Minister of War is, it may be said, a general officer in the army—Ed. H.N.T.]

THE GALE CAUSES LITTLE DAMAGE.

The gale which has prevailed over the Colony since yesterday appears to be wearing itself out and has fortunately passed, so far as can be learned at present, without any loss of life or widespread damage. At half-past five yesterday the typhoon was raging to the south-east of Hongkong and appeared to be moving west-north-west. Throughout the night the wind blew in gusts and no doubt damaged many windows and matcheds in the more exposed quarters of the Colony. Shortly after six o'clock this morning orders were issued to hoist the black south cone. The typhoon continued moving towards the west and by noon the Observatory sent out a notice to the effect that it was probably situated to the south-south-west of the Colony in about 20° latitude, and was moving toward Hainan. During the afternoon the rain has been falling in torrents so that there is not much doubt that the worst of the blow is over. Shipping, however, has been delayed and the home going French mail was more than a day late in getting away to Europe, while the *Caledonian*, which left Saigon on Sunday, and was due here last night, has not yet been signalled. There is, no doubt, that she has either gone out of her course to avoid the typhoon or has sought shelter along the coast.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 19th at 5.30 p. The typhoon S.E. of Hongkong appears to be moving W.N.W. On the 20th at 6.15 a. Orders issued to hoist the Black South Cone.

The typhoon is South of Hongkong and moving towards West.

At 11.30 a. The barometer has risen considerably in Formosa and moderately on the China coast to the northward of Hongkong. Here it has also commenced to rise.

The typhoon is probably situated to the S.W. of Hongkong in about 20° Lat. and is moving towards Hainan.

Pressure remains very high for the time of the year over the continent, and N.E. monsoon is blowing strongly along the E. coast of China with N.E. gale in the Formosa Channel.

Forecast:—Moderate E. gale, slowly decreasing; squally, showery.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Namsan*) 20th inst.
English (*Chusan*) 21st inst., 6 a.m.
German (*Hoon*) 20th inst.
Canadian (*Empress of China*) 20th inst.
German (*Zieten*) 21st inst.
American (*Montana*) 28th inst.
Indian (*Kutnap*) 28th inst.

The Glen Line s.s. *Glenish* from London &c, left Singapore on 19th inst., and is due here on 25th inst.

The C. P. R. Co's s.s. *Athenian* left Vancouver on the 18th inst., for Hongkong via the usual Port of Call.

The C. P. R. Co's s.s. *Tartar* arrived at Nagasaki at 5 p.m. on 19th inst., and left again at 10 p.m., same day, for Kobe where she is due to arrive at 6 a.m. on 21st inst.

The C. P. R. Co's s.s. *Empress of China* arrived at Kobe at 3 p.m. on 19th inst., and left again at midnight, same day, via Nagasaki for Shanghai where she was due to arrive at 6 a.m. on 23rd inst.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"TYDEUS"	28th September.
GLASGOW AND LIVERPOOL	"CHINGWO"	28th "
GLASGOW AND LIVERPOOL	"KINTUCK"	5th October.

HOMEWARD.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & LPOOL	"ACHILLES"	20th September.
LONDON, AMSTERDAM & ANTWERP	"ANTHONY"	26th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
GENOA, MARSEILLES & LPOOL	"AGAMEMNON"	20th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, VANCOUVER, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	1st October.
	"PING SUEY"	1st November.

WESTWARD.

FROM	STEAMER	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	30th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th September, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAIFONG"	22nd September.
YOKOHAMA and KOBE	"CHINGTU"	23rd "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELLBOURNE	"CHANGSHA"	25th "
SHANGHAI	"TAMING"	26th "
SWATOW, CHEFOO and TIENTSIN	"YOHOW"	26th "
	"OHIELI"	26th "

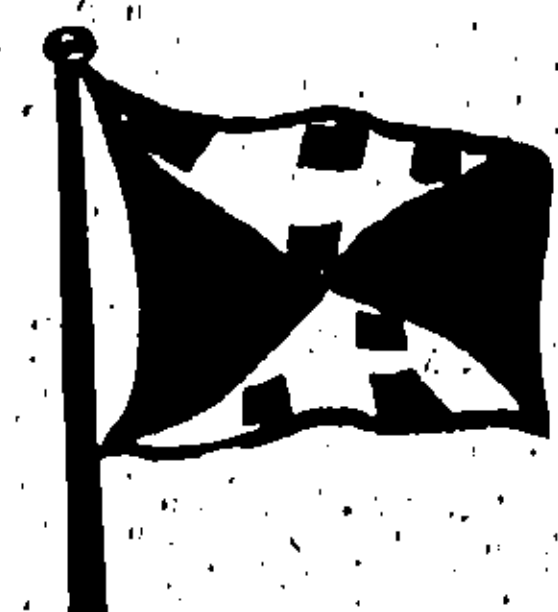
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

‡ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th September, 1905.



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Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates:
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 23rd Sept., at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 30th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 16th September, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship	About
"ALSTON"	20th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 18th September, 1905.

BOO CHEONG.

STATIONER AND PAPER MERCHANT,
No. 20, FORTING STREET.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, Also Automatic, Cyclostyle
and Mimeo Duplators.

Hongkong, 2nd February, 1905.

TSANG FOO & CO.,
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45, DES VROUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WIMO OHAI"
Captain T. AUSTIN, R.N.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.
if tide permits.FARES.—Week Days, 1st Class, including
Cabin and servant, Single, \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single,
Ticket, \$2; Return, \$3; 3rd Class, Single, 30
cents, Return, 50 cents; Steamer, to cents.Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.[MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 19th June, 1905.]

[14]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD

"KWONG TUNG" 1,338 H. W. WALKER

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

[17]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"HANGSANG"	FRIDAY, 22nd Sept., 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 22nd Sept., 4 P.M.
TIENTSIN	"ESSANG"	SATURDAY, 23rd Sept., 2 P.M.
S'GAPORE, PENANG & CALCUTTA	"NAMSANG"	TUESDAY, 26th Sept., Noon.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 19th September, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagemann	September 26th, 1905.
"ARABIA"	4,483	Metzenthin	November 7th, "
"ARAGONIA"	5,198	Ernst	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENGLOE"

Captain Bee, will be despatched as above, on or
about 26th September.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th September, 1905.

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EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN"

Captain McArthur, will be despatched for the
above Ports, on WEDNESDAY, the 4th
October, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A duly qualified Surgeon, and Stewardess
are carried.N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th September, 1905.

[13]

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer
"YING KING"
1,088 tons, Registered.Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.ON SUNDAYS she will make an EXCUR-
SION TRIP to MACAO, leaving Hongkong
at 8.30 A.M., and returning from Macao about
7.30 P.M.The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line, and
is lighted throughout with Electricity, also hot
and cold water is supplied.FARES:
First Class single journey to Canton \$1.00
Second " " " " " " " " 1.50First class single journey to Macao \$1.00
Second " " " " " " " " 1.50
Third " " " " " " " " 1.50Breakfast, Tiffin or Dinner \$1 each only.
Wines and Spirits of the best brands are used.
The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "Parravante."For further information, apply to the Office of
YUK ON S.S. Co., Ltd.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents,
S. A. NORONHA, Macao Agent.

Hongkong, 23rd August, 1905.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK.

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SATSUMA" 3rd October, 1905.

"SIKH" 26th October,

"WRAY CASTLE" to follow.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 20th September, 1905.

[17]

HONGKONG AVERAGE MARKET
PRICES.

Corrected 15th September, 1905, per \$ 100.

BUTCHER MEAT.

Beef sirloin & prime cut—Mel Lung Pa 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 20

" Soup, Tong Yuk 20

" Steak—Ngau Yuk Pa 20

" Sausages—Ngau Yuk Ching 20

" Bullock's Brains— " Know 20

" Tongue fresh—Ngau Li 20

" Corned—Ham Ngau Li 20

" Head—Ngau Tau 20

" Heart—Ngau Sum 20

" Hump, Salt—Ngau Kin 20

" Feet—Ngau Kerk 20

" Kidneys—Ngau Yiu 20

" Tail—Ngau Mei 20

" Liver—Ngau Con 20

" Tripe (undressed)—Ngau To 20

" Calves' Head and Feet—Ngau-chai-
tau-kook 20

" Mutton Chop—Yeung Pui Kwai 20

" Leg—Yeung Pui 20

" Shoulder—Yeung Shan 20

" Pig's Chintings—Chi chong 20

" Brains—Chi Know 20

" Feet—Chi Kerk 20

" Fry—Chi Chak 20

" Head—Chi Tau 20

" Heart—Chi Sum 20

" Kidneys—Chi Yiu 20

" Liver—Chi Kerk 20

" Pork, Chop—Chi Pui Kwai 20

" Keok 20

" Heart—Yeung Sum 20

" Kidneys—Yeung Yiu 20

" Liver—Yeung Con 20

" Sucking Pigs, To Order—Chu Chai 20

" Suet, Beef—Sang Ngau Yau 20

" Mutton—Sang Yeung Yau 20

" Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

[15]

POULTRY.

Chicken—Kai Chai 20

" Capons, Large, Small—Kai Kai 20

" Ducks—Ap 20

" Doves—Pan Kau 20

" Eggs, Hen—Kai Tan 20

" Fowls, Canton—Kai 20

" Hainan—Hoi Nam Kai 20

" Geese—Ngo 20

" Geese, Wild Shanghai—Sheung Hoi Ye
Ngo 20

" Musk Deer—Wong Kong 20

" Hare—Tu Chai 20

" Partridge—Che Khoo 20

" Pheasant—Shan Kai 20

" Pigeons, Canton—Pak Kip 20

" Hoihow—Hoihow Pak Kip 20

" Quail—Um Chun 20

" Rice Birds—Wo Fa Cheuk 20

" Snipe—Sa Chui 20

" Turkeys, Cock—Fo Kai Kung 20

" Hen— " Na 20

" Wild Ducks, Shanghai, Sul-ai 20

" Teal, Shanghai, Sul-ai 20

" Wild Ducks Canton—Sang Shing Sul
Ap 20

[15]

FISH.

Barbel—Ka Yu 20

" Bream—Bin Yu 20

" Canton Fresh Water Fish—Hoi Sin Yu 20

" Carp—Li Yu 20

" Catfish—Chik Yu 20

" Codfish—Mon Yu 20

" Crab—Hoi 20

" Cattle Fish—Muk Yu 20

" Dab—Sa Mang Yu 20

" Dace—Wong Mei Lun 20

" Dog Fish—Til To Sa 20

" Eels, Congor—Hoi Man Yu 20

" Fresh water—Tam Sul Yu 20

" Yellow—Wong Sin 20

" Frog—Tian Kai 20

" Garoupe—Sek Pan 20

" Gudgeon—Pak Kip Yu 20

" Herring—Tio Pak 20

" Halibut—Cheung Kwan Yu 20

" Labrus—Wong Fa Yu 20

" Loach—Wu Yu 20

" Lobsters—Lung Ha 20

" Mackerel—Chik Yu 20

" Monk Fish—Mon Yu 20

" Mullet—Chai Yu 20

" Oysters—Sang Hoi 20

" Parrotfish—Kai Yu 20

" Pike—Tio Pak 20

